

APPENDIX CPHYSICAL SECURITY STANDARDS FOR
MILITARY TERMINALSA. GENERAL

This Appendix prescribes standards for the protection of sensitive conventional AA&E military transportation terminals. It also applies to sensitive classified AA&E. When a terminal has a separate, long term storage mission, storage criteria or chapters 4 and 5 of this Manual apply to the long-term storage areas of the terminal. Criteria for commercially operated, in-transit transportation terminals are at Appendix B.

B. SECURITY PRIORITIES

This Appendix are based on the following priorities for cargo and area security protection. Responsible DoD Components shall ensure that the security resources are allocated to meet the highest priority requirements first. The priorities, in descending order, are:

1. Category I cargo protection.
2. Pier and waterfront security.
3. Category II cargo protection.
4. Gates and perimeter security.
5. Category III and IV cargo protection.
6. Support activity security.

C. RISK CATEGORY IDENTIFICATION

Terminals shall establish procedures to ensure prompt

identification of risk categories of arriving cargo to provide security protection required by this Manual. When cargo cannot be immediately identified upon arrival, it shall be secured as Category I pending identification.

D. TEMPORARY STORAGE1. Category I Through IV Cargo

a. Category I through II cargo shall be stored only in fenced and lighted areas dedicated to cargo storage. Fencing and lighting may be used for Category III and IV cargo storage areas if determined necessary based on an assessment of local threats, **vulnerabilities**, and cost effectiveness. Standards for lighting and fencing shall be in accordance with Chapter 5, section C, of this Manual.

b. Supplemental Controls. Category I through IV temporary storage areas or individual conveyances shall be equipped with IDS, **CCTV**, or provided constant surveillance. When IDS or CCTV is used at least one supervised guard patrol shall be made during each 24 hour period.

E. CARGO MOVEMENT1. Category I and II

a. Each **Category I** conveyance or integrated grouping of five or fewer conveyances moved within the terminal shall be under continuous surveillance of at least one terminal employee or selected contractor employee under contract to the terminal to handle cargo. Where the terminal area is physically separated from a long-term storage area, movement between these areas shall be under constant armed guard surveillance, with two drivers for each conveyance.

b. Each Category II conveyance or integrated grouping of five or fewer conveyances moved within the terminal shall be under constant surveillance of at least one terminal employee or selected contractor employee under contract to the terminal to handle cargo. Where the terminal area is physically separated from a long-term storage area, movement between these areas shall be under constant employee surveillance, with two drivers for each conveyance.

2. Category III and IV Cargo

a. Procedures for the movement of Category III and IV cargo within the terminal shall ensure that constant surveillance of the cargo is maintained by either terminal or contractor employees.

b. Where the terminal area is physically separated from a long-term storage area, movement between these areas shall be under constant surveillance of at least one terminal employee or selected contractor employee for each conveyance.

F. TERMINAL AREA SECURITY

1. Waterfront and Ships at Berth. When ships are at berth, piers shall be patrolled by an security patrol at irregular intervals not to exceed 30 minutes. However, IDS or CCTV may be used at the terminal commander's discretion for waterfront surveillance. When AA&E is present at the pier or on board, the armed guard patrols shall be made at irregular intervals not to exceed 30 minutes. If IDS or CCTV is present, security patrols may be extended to one per 8-hour shift based upon local threat and vulnerability assessments.

2. Terminal Gates and Perimeter Areas. Shall be protected in

accordance with Chapter 5, section E., of this Manual.

G. SEALS AND TWISTS. An approved seal shall be installed on all AA&E conveyances on which the original shipping seal is removed. Additionally, all conveyances shall have a No. 5 steel wire twist installed on door openings if the seal does not provide equivalent protection. Seal and twist checks for evidence of breakage or tampering shall be made a part of regular patrol or surveillance procedures and of pier loading procedures. Category I and II seals shall be verified by number once each shift.

H. GUARD COMMUNICATIONS. The requirements in Chapter 5, section D.9 of this Manual apply.

I. TERMINAL ENTRY CONTROLS. Piers, waterfront, and AA&E storage and processing areas shall be posted restricted areas with strict vehicle and pedestrian entry controls in accordance with the requirements of Chapter 5, section I., of this Manual. All pedestrians or vehicles shall be subject to inspection, and a visitor control system shall be established. When feasible, entry to the AA&E storage and processing areas will be separately controlled from the terminal administrative areas. Privately owned vehicles may not be allowed into AA&E storage and processing areas of the terminal without the terminal commander's permission.